1. (currently amended) An air suspension anti-roll stabilization system comprising air suspension means of at least two air bags mounted upon an axle via respective leaf spring suspension arms of an associated vehicle on respective opposed sides of a longitudinal axis of the vehicle, with the axle being located at least partially with respect to a frame or chassis of the vehicle by means of said leaf spring suspension arms which are located on respective opposed sides of the longitudinal vehicle axis and of which each has one end mounted pivotally to the vehicle frame or chassis by means of anti-roll means, ~~which~~

wherein said anti-roll means is of a generally straight shape ~~and~~, is connected rigidly and directly between the pair of longitudinal leaf spring suspension arms[[;]] and is connected pivotally at each end to the vehicle frame or chassis; and

wherein the longitudinal suspension arms upon which the air bags are mounted act as beams which are pivotally mounted at their one ends to the vehicle frame or chassis ~~of the vehicle~~ by means of said anti-roll means during normal vehicle motion and which are caused to act as beams which are fixed or tending towards being fixed at their pivotally connected ends by ~~the~~ said anti-roll means during roll motion of the vehicle.

2. (previously presented) A system according to claim 1, wherein said anti-roll means is connected between connection points corresponding to points at which the one end of each suspension arm is pivotally mounted to the frame or chassis by the anti-roll means, such that said anti-roll means adds transverse, torsional stiffness to the suspension arms at the connection points during vehicle roll.

3. (original) A system according to claim 1, wherein said anti-roll means comprises an anti-roll bar or tube.